

REMARKS

Favorable reconsideration of this application is respectfully requested in view of the following remarks.

Claims 1, 5, 6, 9, 10, 15-18 and 20 are pending. Claims 1, 5, ,6, 9, 15 and 18 being independent. By this Amendment, claim 18 is amended.

Applicant appreciates the indication that claims 1, 5, 6, and 16 are allowed.

The Office Action rejects claim 15 under 35 U.S.C. § 112, second paragraph. The Office Action indicates that there is no antecedent basis for "the vertical projection plane." This rejection is respectfully traversed. Line 7 of claim 15 recites "a vertical projection plane." Withdrawal of the rejection under 35 U.S.C. § 112, second paragraph is respectfully requested.

The Office Actions rejects claims 9, 10 and 17 under 35 U.S.C. § 103(a) over JP-64069489 to Masumoto in view of U.S. Patent No. 5,975,249 to Tomaseti; rejects claim 20 under 35 U.S.C. § 103(a) over Masumoto, Tomaseti and further in view of U.S. Patent No. 2,270,441 to Hymans; rejects claim 15 under 35 U.S.C. § 102(b) over JP-50-124063 (JP '063); and rejects claim 18 under 35 U.S.C. § 102(b) over Matsumoto. These rejections are respectfully traversed.

Claim 9 recites, in combination with other claimed features, a wall portion is provided with a recess, the recess including a first recess provided in a first side face, and a second recess provided in a second side face. The first recess and the second recess project into an interior of a car. A car guide shoe is mounted on the car for engaging with a car guide rail. The car guide shoe is at least partially disposed in the recess. Such a feature encompasses Applicant's exemplary embodiment as illustrated in Fig. 2 wherein recesses 7a, 7b are formed in cage 6.

Car guide shoes 20a, 20b are at least partially disposed in the recess 7a, 7b. See also Applicant's as-filed specification at the paragraph beginning at line 1 of page 9.

Masumoto does not disclose a first recess and a second recess projecting into an interior of the car. Instead, Masumoto discloses reinforcing members 25 which project from the outer surface of the sidewalls of cab 22 increasing a width dimension of the cab. The sidewalls of the cab have flat inner surfaces. Thus, Masumoto does not disclose a first recess and a second recess that project into an interior of the car as in Applicant's claim 9.

The Office Action recognizes that the Masumoto does not disclose a guide shoe at least partially disposed in the recess. Applicants respectfully disagree with the Office Action's assertion that Tomaseti overcomes the deficiencies of Masumoto. Tomaseti discloses back wall member 2, an opposite or second side wall 3 including a first narrow side wall member 5 and a second narrow side wall member 7. The wall members are secured to a vertical supporting frame member 8. The guide shoe 15 is disposed below each arresting device 21 at the lower end of the vertical supporting frame member 8. Thus, Tomaseti does not disclose a guide shoe partially disposed in a recess that is formed in a wall portion as in Applicants' claim 9.

Independent claim 15 recites, in combination of other claimed features, the car provided with a suspending portion to which a main suspending member for suspending a car is connected, the suspending portion is disposed in the recess common to the car guide shoe on the projection plane. Such a feature encompasses Applicants' exemplary embodiment as illustrated in Fig. 14. First and second rope connecting portions 8a and 8b are provided in the first and second recesses 21a, 22b, respectively, on a vertical projection plane. As shown in JP '063

in Figs. 3 and 4, cables 7c and 7d are connected at the portion having element No. 8 at a bottom side of the car. Thus, JP '063 does not disclose a suspending portion to which a main suspending member for suspending a car is connected is disposed in the recess common to the car guide shoe in a vertical projection plane as in Applicants' independent claim 15.

With respect to independent claim 18, Masumoto does not disclose a first car guide rail and a second car guide rail having a pitch between car guide rail rear faces which is set equal to or smaller than a car suspension pitch defined by the first suspending portion and the second suspending portion, in a width direction of the car. Such a feature encompasses Applicant's exemplary embodiment as illustrated in Fig. 1. Pitch G1 denotes an inter-car car guide rail rear face pitch or a dimension between the rear faces of the car guide rails 2a and 2b in the width direction of the car 4. G1 is set equal to or smaller than inter-car suspension pitch F0, a dimension between the first end portion 14a and the third end portion 15a attached to rope connecting portions 8a and 8b respectively in the width direction of the car 4. Thus, claim 18 is distinguishable over Masumoto.

With respect to claim 20, neither Masumoto, Tomaseti nor Hymans disclose a safety device at least partially disposed in the recess. Such a feature encompasses Applicant's exemplary embodiment as illustrated in Fig. 5 wherein safety device 22 has an engaging portion accommodated in recesses 7a and 7b. The Office Action recognizes that Masumoto does not disclose this feature. Hymans discloses a safety device 17 provided outside the frame work 18. Therefore, claim 20 is distinguishable over Masumoto, Tomaseti and Hymans.

The remaining dependent claims are allowable for at least the reasons discussed above as well as for the individual features they recite.

Early and favorable action with respect to this application is respectfully requested.

Should any questions arise in connection with this application, or should the Examiner believe that a telephone conference with the undersigned would be helpful in resolving any remaining issues pertaining to this application, the undersigned respectfully requests that he be contacted at the number indicated below.

Respectfully submitted,

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